

TABLE OF CONTENTS

CHAPTER	TITLE	PAGE
	DECLARATION OF THE STATUS OF THESIS	
	SUPERVISOR'S DECLARATION	
	CERTIFICATION OF EXAMINATION	
	TITLE OF THESIS	i
	DECLARATION OF ORIGINALITY AND EXCLUSIVENESS	ii
	DEDICATION	iii
	ACKNOWLEDGEMENTS	iv
	ABSTRACT	v
	ABSTRAK	vi
	TABLE OF CONTENTS	vii
	LIST OF TABLES	x
	LIST OF FIGURES	xi
	NOMENCLATURES	xiv
	LIST OF APPENDICES	xx
1	INTRODUCTION	1
	1.1 Objective of Thesis	3
	1.2 Thesis Outline	4
	1.3 Research Methodology	5
	1.3.1 Phase One	5
	1.3.2 Phase Two	6
	1.3.3 Phase Three	6
	1.3.4 Phase Four	7
	1.3.5 Phase Five	7

2	LITERATURE REVIEW	9
2.1	Thermal Load Analysis in Passenger Compartment	10
2.2	Transient Heat Conduction Through Space Envelope	18
3	DYNAMIC LOAD ANALYSIS	21
3.1	Load Analysis	22
3.2	The Weighting Factor Method	23
3.2.1	Thermal Response Factors	26
3.2.2	Calculation of Heat Gain Weighting	34
3.2.3	Calculation of Air Temperature Weighting Factors	41
3.3	Hourly Heat Gain Calculation	44
3.3.1	Conduction Heat Gains Through Opaque Materials	45
3.3.2	Sol-air Temperature	49
3.3.3	Solar Radiation Incident On The Surface	51
3.3.4	Heat Gain Through Glass Windows	56
3.3.5	Heat Gain From People	59
4	EXPERIMENTAL WORK	61
4.1	Apparatus Description	61
4.2	Automotive Air Conditioning (AAC) System	63
4.3	Closed Air Duct – Evaporator Section	65
4.4	Open Air Duct – Condenser Section	69
4.5	Measuring Instruments – Air Side	72
4.6	Description of the Testing Procedures	79
4.7	Development of Empirical Correlations	81
5	COMPUTERISED SIMULATION	83
5.1	Car Simulation (CARSIM) Program	83
5.2	Validation of CARSIM Program	88
5.2.1	Test Setup	88
5.2.2	Modeling of the Test Car	91
5.2.3	Comparison Between Simulation and Test Data	94

6	PARAMETRIC STUDY	99
6.1	Baseline Case	100
6.2	Results of Parametric Study	103
6.2.1	Effect of Supply Air Volumetric Flow Rate	104
6.2.2	Effect of Number of Occupant	107
6.2.3	Effect of Glass Thickness	110
6.2.4	Effect of Vehicle Speed	113
6.2.5	Effect of Solar Absorptivity (α)	116
6.2.6	Effect of Fractional Ventilation Air Intake (XOA)	120
7	CONCLUSIONS AND RECOMMENDATIONS	123
7.1	Conclusions	123
7.2	Recommendations of Future Work	124
	REFERENCES	125
	APPENDICES A – E	136

LIST OF TABLES

TABLE	TITLE	PAGE
3.1	Coefficients for regular double strength glass for use in computer calculation of transmittance and absorptance (ASHRAE, 1993)	58
3.2	Metabolic rates for adult human	60
4.1	The ranges of the test variables applied in the study	80
5.1	Table of car data (Proton Wira 1.6L)	94
6.1	The baseline parameters	100

LIST OF FIGURES

FIGURE	TITLE	PAGE
1.1	Research methodology flow chart	8
2.1	Heat transfer model (Akihiro Fujita et al., 2001)	10
3.1	Overview of the WFM for calculating heat extraction rates and space air temperatures (McQuinston and Parker, 1994)	25
3.2	Schematic representation of thermal response factors (Kimura, 1977)	27
3.3	Nodal points for a homogeneous solid layer	28
3.4	A “thin” layer on the left side of a solid layer	29
3.5	A “thin” layer on the right side of a solid layer	30
3.6	Two dissimilar solid layers in contact	31
3.7	Schematic of heat flow in a space	37
3.8	Net cooling loads due to a 1 Watt triangular pulse room radiant heat gain (Stephenson and Mitalas, 1967)	39
3.9	Net heat extraction rates due to a 1°C triangular pulse room air dry-bulb temperature rise from 0°C (Stephenson and Mitalas, 1967)	43
3.10	Definition of latitude (l), declination (d) and hour angles (h) (McQuiston & Parker, 1994)	53
3.11	Solar angles for a tilted surface	54
3.12	Heat transfer through glass	56
4.1	Schematic diagram of experimental apparatus	62
4.2	A schematic diagram of refrigeration cycle of car air conditioning system	63
4.3	View of the test set-up showing the air-conditioning system	64
4.4	Compressor used in the test rig	65
4.5	Schematic diagram of closed loop air duct – evaporator section	66
4.6	Photo of closed loop air duct – evaporator section	66

4.7(a) View of different cross-section of the air duct – evaporator section	67
4.7(b) View of different cross-section of the air duct – evaporator section	68
4.8 CONDAIR CP2 steam humidifier	69
4.9 Schematic diagram of the overall air duct assembly – condenser section	70
4.10 Photo of the air duct – condenser section	71
4.11 Different cross-sections of the air duct – condenser section	71
4.12 High pressure blower (10 HP)	72
4.13 Schematic overview of the address concept	73
4.14(a) Air sampling tube for the evaporator ductwork	74
4.14(b) Photo of air sampling tube for the evaporator ductwork	75
4.15(a) Air sampling tube for the condenser ductwork	75
4.15(b) Photo of air sampling tube for the condenser ductwork	76
4.16 Position of the measuring points in the evaporator ductwork	77
4.17 Position of the measuring points in the condenser ductwork	78
4.18 The structure of the testing procedures for the air side tests	80
4.19 Predicted and measured coil air off dry bulb temperatures	82
4.20 Predicted and measured coil air off specific humidity	82
5.1 Flow chart for the CARSIM program	85
5.2 Simplified schematic diagram of car air conditioning system	86
5.3 Locations for data measurement (top view)	90
5.4 Experiment apparatus: (A) USB TC-08 is connected to a laptop; (B) Temperature reading displayed on line; (C) USB TC-08; (D) Thermocouples arrangement	90
5.5 Vane anemometer	91
5.6 An exploded plan view of the car	92
5.7 Typical simplified model of the test car	92
5.8 The geometry of the passenger compartment	93
5.9 November-December weather data (temperature ⁵ and specific humidity)	95
5.10 November-December weather data (solar radiation)	95
5.11 Variation of car cabin air temperature for vehicle speed of 105 km/h, blower 4 and three occupants	96
5.12 Variation of car cabin air temperature, t_3 for vehicle speed	

	of 105 km/h, blower 1 and three occupants	97
5.13	Variation of car cabin air temperature, t_3 for vehicle speed of 90 km/h, blower 4 and three occupants	97
5.14	Variation of car cabin air temperature, t_3 for vehicle speed of 90 km/h, blower 1 and two occupants	98
6.1	Interior air temperature (t_3) variations for the baseline vehicle	101
6.2	Interior air specific humidity (w_3) variations for the baseline vehicle	102
6.3	Interior air relative humidity (rh_3) variations for the baseline vehicle	102
6.4	Coil total load variations for the baseline vehicle	103
6.5	Effect of volumetric flow rate on interior air temperature (t_3)	104
6.6	Effect of volumetric flow rate on interior air specific humidity (w_3)	105
6.7	Effect of volumetric flow rate on interior air relative humidity (rh_3)	106
6.8	Effect of volumetric flow rate on the coil total load	106
6.9	Effect of number of occupant on the interior air temperature (t_3)	107
6.10	Effect of number of occupant on interior air specific humidity (w_3)	108
6.11	Effect of number of occupant on interior air relative humidity (rh_3)	108
6.12	Effect of number of occupant on coil total load	109
6.13	Effect of glass thickness on interior air temperature (t_3)	110
6.14	Effect of glass thickness on interior specific humidity (w_3)	111
6.15	Effect of glass thickness on interior air relative humidity (rh_3)	111
6.16	Effect of glass thickness on coil total load	112
6.17	Effect of vehicle speed on interior air temperature (t_3)	114
6.18	Effect of vehicle speed on interior air specific humidity (w_3)	115
6.19	Effect of vehicle speed on interior air relative humidity (rh_3)	115
6.20	Effect of vehicle speed on coil total load	116
6.21	Effect of solar absorptivity (α) on interior air temperature (t_3)	117
6.22	Effect of solar absorptivity on interior air specific humidity (w_3)	118
6.23	Effect of solar absorptivity on interior air relative humidity (rh_3)	119
6.24	Effect of solar absorptivity on coil total load	119
6.25	Effect of XOA on interior air temperature (t_3)	120
6.26	Effect of XOA on interior specific humidity (w_3)	121
6.27	Effect of XOA on interior air relative humidity (rh_3)	122
6.28	Effect of XOA on coil total load	122

NOMENCLATURE

Roman Symbols

A	-	Area	m^2
A_g	-	Glass window area	m^2
Bi	-	Biot number	-
cr	-	Common ratio	-
cry	-	Common ratio for Y response factors	-
crz	-	Common ratio for Z response factors	-
C	-	Specific heat	J/kg/K
CG	-	Conduction through glass window due to air-to-air temperature difference	W
CL	-	Total cooling load	W
CV	-	Control volume	-
d	-	Solar declination angle	degrees
d_n	-	Number of day of the year	-
e	-	Short wave radiant energy intensity	W/m^2
ER	-	Heat extraction rate	W
f	-	Radiative heat transfer coefficient	$\text{W/m}^2/^\circ\text{C}$
f_R	-	Radiative fraction of conduction heat gain	-
F_{ij}	-	Geometric view factor between surface i and j	-
Fo	-	Forier number	-
F_{sg}	-	View factor between a surface and the ground	-
F_{ss}	-	View factor between the surface and the sky	-
F_{s-sur}	-	View factor between the surface and the surroundings	-
FRADP	-	Radiative fraction of total sensible heat release from people	-

g	-	Air temperature weighting factor	-
h	-	Hour angle	degrees
h_c	-	Convective heat transfer coefficient	(W/m ² /°C)
h_i	-	Combined radiative-convective inside surface heat transfer coefficient	W/m ² /°C
h_o	-	Combined radiative-convective outside surface heat transfer coefficient	W/m ² /°C
HG	-	Heat gain	W
IAD	-	Direct solar radiation absorbed by glass window	W/m ²
IAd	-	Diffuse solar radiation absorbed by glass window	W/m ²
I_d	-	Diffuse radiation from sky	W/m ²
I_r	-	Short wave radiation reflected from other surfaces and incident on a unit area of the surface	W/m ²
I_t	-	Total shortwave radiation incident on a surface	W/m ²
I_{dH}	-	Diffuse sky radiation incident on a horizontal surface	W/m ²
I_{DH}	-	Direct solar radiation on a horizontal surface	W/m ²
I_{DN}	-	Direct normal solar radiation	W/m ²
ITd	-	Diffuse component of transmitted solar radiation through a glass window	W/m ²
ITD	-	Direct component of transmitted solar radiation through a glass window	W/m ²
k	-	Thermal conductivity	W/m/K
l	-	Latitude of the location	degrees
L_e	-	Local longitude of Greenwich	degrees
L_s	-	Standard longitude of Greenwich	degrees
N_c	-	Compressor speed of AAC system	rpm
N_i	-	Fraction of absorbed solar radiation by glass window which flows into a thermal zone	-
p	-	Decay coefficient (associated with truncated air temperature weighting factors)	-
q_{cd}	-	Conductive heat flux	W/m ²
q_{cv}	-	Convective heat flux	W/m ²
q_i	-	Inside surface heat flux	W/m ²

q_{lp}	-	Latent heat from people	W
q_o	-	Outside surface heat flux	W/m ²
q_r	-	Net long wave radiant energy exchange	W/m ²
q_{scp}	-	Convective heat gain from people	W
q_{srp}	-	Radiative sensible heat gain from people	W
q_{stp}	-	Instantaneous sensible heat release by people	W
\dot{Q}_L	-	Total coil latent load	W
\dot{Q}_S	-	Total coil sensible load	W
QZL	-	Zone latent load	W
r	-	Net cooling load response	-
r^2	-	Coefficient of determination	-
rh_3	-	Indoor relative humidity	%
R	-	Thermal resistance	°C/W
SC	-	Shading coefficient	-
SHGa	-	Heat gain from the absorbed solar radiation through a glass window	W
SHGt	-	Heat gain from the transmitted solar radiation through a glass window	W
SLF	-	Fraction of sunlit window area at a given time of a day	-
t_a	-	Outdoor air dry-bulb temperature	°C
t_{ci}	-	Condenser inlet air dry-bulb temperature	°C
t_i	-	Inside surface temperature of a layer	°C
t_o	-	Outside surface temperature of a layer	°C
t_r	-	Indoor dry-bulb temperature	°C
t_1	-	Coil (evaporator) inlet air dry-bulb temperature	°C
t_2	-	Coil (evaporator) outlet air dry-bulb temperature	°C
t_3	-	Indoor dry-bulb temperature	°C
T	-	Temperature	°C
T_a	-	Outdoor air dry-bulb temperature	Kelvin
T_{sky}	-	Sky radiant temperature	Kelvin
$T_{sol-air}$	-	Sol-air temperature	°C
T_{sur}	-	Temperature of surroundings objects, outside of a vehicle	Kelvin

TI	-	Inside surface temperature	°C
TO	-	Outside surface temperature	°C
TRC	-	Constant air temperature for computing cooling load	°C
TSA	-	Supply air dry-bulb temperature	°C
U	-	Overall heat transmission coefficient	(W/m ² /°C)
U _g	-	U value for glass window	(W/m ² /°C)
v	-	Heat gain weighting factor	-
v	-	Wind speed relative to the vehicle	m/s
\dot{V}	-	Air flow rate	L/s
V _c	-	Condenser air velocity	m/s
V _e	-	Evaporator air velocity	m/s
w	-	Decay coefficient	-
w _a	-	Outdoor air specific humidity	kg _v /kg _{da}
w ₁	-	Coil (evaporator) inlet air specific humidity	kg _v /kg _{da}
w ₂	-	Coil (evaporator) outlet air specific humidity	kg _v /kg _{da}
w ₃	-	Indoor specific humidity	kg _v /kg _{da}
X	-	Heat conduction response factor	(W/m ² /°C)
XOA	-	Ratio of air distribution system outdoor air intake to the design system air quantity	-
Y	-	Heat conduction response factor	(W/m ² /°C)
Z	-	Heat conduction response factor	(W/m ² /°C)

Greek Symbols

α	-	Thermal diffusivity	(m ² /s)
α_s	-	Surface absorptance for solar radiation	-
β	-	Solar altitude	degrees
ε	-	Surface emissivity	-
ε	-	Hemispherical emittance of the surface	-

ϕ	-	Solar azimuth angle	degrees
θ	-	Angle of incidence	degrees
ρ	-	Density	kg/m ³
Σ	-	Tilt angle of the surface	degrees
ξ	-	Surface azimuth angle	degrees
ω	-	Harmonic frequency	radians/hour
Δt	-	Finite difference time step	s
Δx	-	Incremental slab thickness	m

Subscripts

a	-	air
da	-	dry air
m	-	nodal point
o	-	value at the previous time step
wv	-	water vapor

Abbreviations

AAC	-	Automotive air-conditioning
A/C	-	Air conditioning
ASHRAE	-	American Society of Heating, Refrigeration and Air-Conditioning Engineers
CAV	-	Constant air volume
CFD	-	Computational fluid dynamic
HBM	-	Heat balance method
HVAC	-	Heating, ventilating and air conditioning
PMV	-	Predictive mean value
rpm	-	Revolution per minute
RFM	-	Response factor method

TRFs	-	Thermal response factors
WFM	-	Weighting factor method
ZTFM	-	Z-transfer function method
ZTFcs	-	Z-transfer function coefficients

LIST OF APPENDICES

APPENDIX	TITLE	PAGE
A	GEOMETRIC VIEW FACTOR BETWEEN SURFACE i AND j (Hottel, 1931)	136
B	EXPERIMENTAL DATA	139
C	CARSIM PROGRAM INPUT DATA	154
D	SAMPLES OF ROAD TEST DATA	159
E	RESEARCH PUBLICATION	164